



पत्तन, पोत परिवहन
एवं जलमार्ग मंत्रालय
MINISTRY OF
PORTS, SHIPPING
AND WATERWAYS
सत्यमेव जयते



Inauguration of NUSI NAVIK SADAN 2026

Shri Shyam Jagannathan | IAS | Director General of Shipping
Directorate General of Maritime Administration

21st June 2026 | Port Blair

Slide 1 of 14



The India Opportunity

Demographic Dividend



India's Young Nation Advantage

300M+ new workforce entrants expected by 2050, unmatched globally.

1.44B

Population



Peak Working Population

India supplies ~25% of incremental global workforce.

65%

Under 35 years

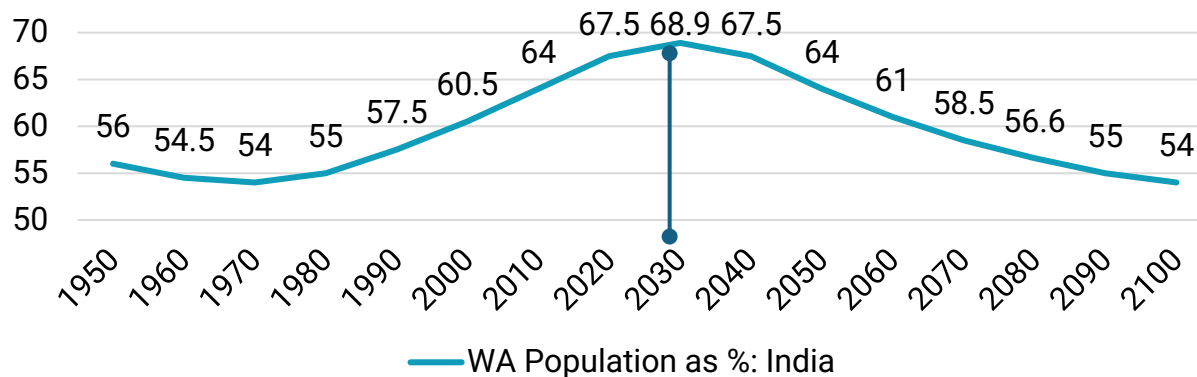


Crew Capital Of The World+

270,000 Indian Seafarers employed on Global fleets

~40M

Trained Labor Force



India's young population presents a once-in-a-generation opportunity to accelerate growth and shape the nation's future.



JAM Trinity - Inclusion as the Foundation of India's Growth Story

India's digital payments transformation is built on a foundational architecture comprising three key pillars: Pradhan Mantri Jan-Dhan Yojana (Jan Dhan), Aadhaar, and mobile connectivity, collectively known as the JAM Trinity

₹49.09L Cr

DBT transfers
cumulative



P PM Jan Dhan Yojana

57.71 Cr

bank accounts opened

₹2.94L Cr

total deposits (Mar 2026)

14.72 Cr → 57.71 Cr

account growth since 2015

*Launched Aug 2014 · World's largest
financial inclusion drive*

₹4.31L Cr

Govt savings from
leak reduction



A AADHAAR

144 Cr+

Aadhar number generated

2,707 Cr

auth transactions FY25

Biometric-Based

Secure Identity Platform

*Near-instant verification · Portable
identity for every resident*

2,707 Cr

Aadhaar auths
FY 2024-25

39.98 Cr

RuPay cards
issued



M Mobile Connectivity

125.87 Cr

Wireless Subscribers (Dec 2025)

85.5%

households own a smartphone

99.9%

districts with 5G coverage

*5.18L 5G base stations installed ·
85% population covered*

JAM Trinity has redefined governance by enabling direct, efficient, and inclusive access to benefits for all.³



UPI: A Radical Innovation



In 2016, the National Payments Corporation of India launched the Unified Payments Interface (UPI), a system that fundamentally simplified how money moves in India.

216 Banks
(with UPI in 2021)



691 Banks
(with UPI in January 2026)



81%

Share of all retail digital transactions in India



₹28.33 Lakh Crore

Value processed in January 2026



21.70 Billion

Transactions in January 2026 alone



49%

India's share of global real-time payment transactions



UPI

World's largest real-time payment system by volume (IMF)



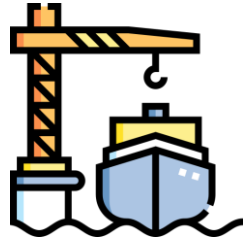
Under 10 Years

Time taken to build a world-leading payments ecosystem

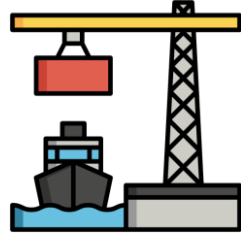


India's Maritime Sector

INDIA'S MARITIME ECOSYSTEM



60+
SHIPYARDS
Small and Large



200+
PORTS
Major and Non-major

11,000+
KM COASTLINE



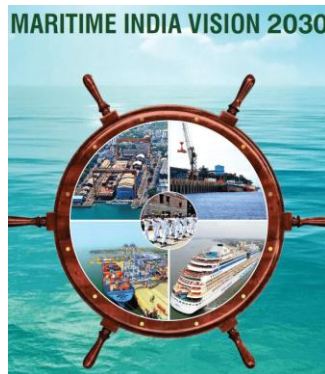
1500+
VESSEL FLEET



3.2Lakh+
SEAFARERS



**A UNIFIED NATIONAL
MARITIME VISION**





The India Opportunity Maritime Sector

2

**Indian Ports in Global top 30 as
per 'Container Port Performance
Index'**

Mundra & Visakhapatnam , 2023

Top 3

**In trained manpower,
with >320,000 Active Indian
Seafarers**

0.9 days

**TAT ahead of many
leading maritime
nations (JNPA),2022**

16th

**Largest ship building
sector globally with rapid
capability expansion,2024**



2nd

**Rank in global ship
recycling, 2024**

9th

**Rank in Liner Shipping
Connectivity Index,
Q1 2026**



Blue Economy



The Blue Economy constitutes 95% of India's trade volume and 65% of India's trade value

~4%

Contribution to
National GDP

Potential: 10% by 2047

95%

India's Trade
by Volume via Sea

70% by value

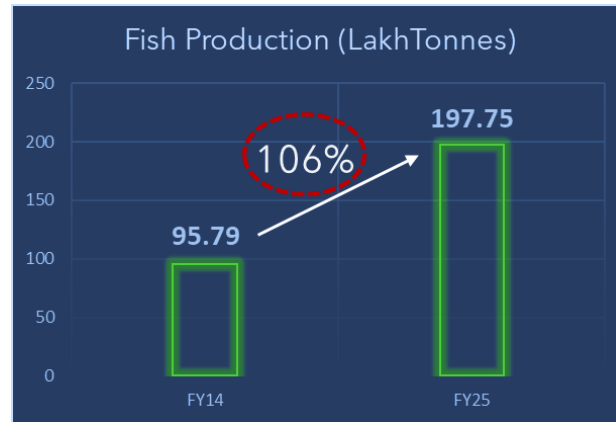
₹80L Cr

MIV 2030 + Amrit
Kaal Vision Roadmap

Combined policy investment

Strategic investments in the Blue Economy could raise this contribution from 4% to 10% of GDP by 2047

Fisheries & Aquaculture



- India is the world's **2nd** largest fish producer, contributing **8%** to global fish output
- Seafood exports have more than doubled in a decade from **₹30,213 crore** in 2013-14 to **₹62,408 crore** in FY 2024-25
- The Fisheries sector has created **58 lakh** employment opportunities, supporting approximately **3 crore** fishers and fish farmers at the primary level.

Coastal & Cruise Tourism



India's coastal tourism sector is projected to grow to **₹1.2 lakh crore**, with the government identifying **13** coastal districts for priority development.



The Cruise Bharat Mission is developing coastal cruise circuits in **Gujarat, Goa, Mumbai, Kochi, and Chennai** positioning India as Asia's emerging leisure maritime hub.

Marine Biotechnology & Deep Ocean



- Samudrayaan:** India is developing crewed submersibles to reach **6,000 m**, enabling a first-of-its-kind manned deep-sea research station.
- India's 6,000 m **deep-sea station** aims to set a global benchmark, envisioned as a permanent international research hub by 2047, akin to the International Space Station
- India's **333** cultivable seaweed species position it strongly for expansion, with current ~1% global production highlighting a significant opportunity to scale up in marine biotech, pharmaceuticals, and biofuels.



Indian Maritime Heritage



Birth of Maritime India

- With over 10,000 km coast-line, nature ordained **India** to be a **Maritime Nation**
- Indian ships dominated surrounding seas for over **4,000 years** until the 7th century A.D, so profoundly that they gave the ocean its name: the **Indian Ocean**.



Lothal : The First Dockyard

- Archaeologists have found a brick basin at **Lothal**, built during the Indus Valley Civilization in about 2300 B.C.
- Part of a major trade route linking Sindh (Harappan cities) and Saurashtra
- World's earliest known dockyard built at Lothal



Ships & Sailors in Ancient Texts

- **Rig Veda** mentions ocean voyages
- '**Sataritra**' – ships with 100 oars; '**Samudra**' – vast oceans explored
- Early sailors used star navigation, monsoon winds, and seasonal weather knowledge to travel long distances.



Maritime Power of Ancient Time

- **The Mauryan Empire** had an organized naval department managing ports, shipbuilding, and maritime security efficiently.
- Indian goods like spices, textiles, and gems shaped consumption patterns in powerful ancient civilizations.



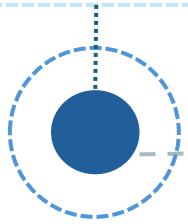


Indian Maritime Heritage



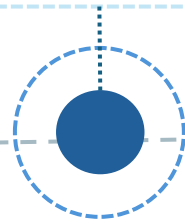
1891–1906

- First Indian shipping ventures (Purushanti, Tata Line, Bengal Steamship, Swadeshi Shipping) struggled under colonial pressure.



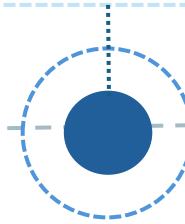
1930–1945

- Formation of INSOA, Maritime Union; Indian shipping expanded despite restrictions and WW-II losses.



1950s–1970

- Shipping corporations became government-owned; coastal shipping reserved; expansion to Africa & Asia routes.



1919–1927

- Scindia Steam Navigation founded; S.S. Loyalty sailed to UK (1919)
- Birth of modern Indian shipping; training institutions like TS Dufferin established.

1946–1961

- New companies, shipyards, and training institutes established; Shipping Corporation of India (1961) formed; industry crossed 1 million GRT.

1970 onwards

- Evolution of maritime education from TS Dufferin → TS Rajendra → TS Rehman; focus on skilled manpower.

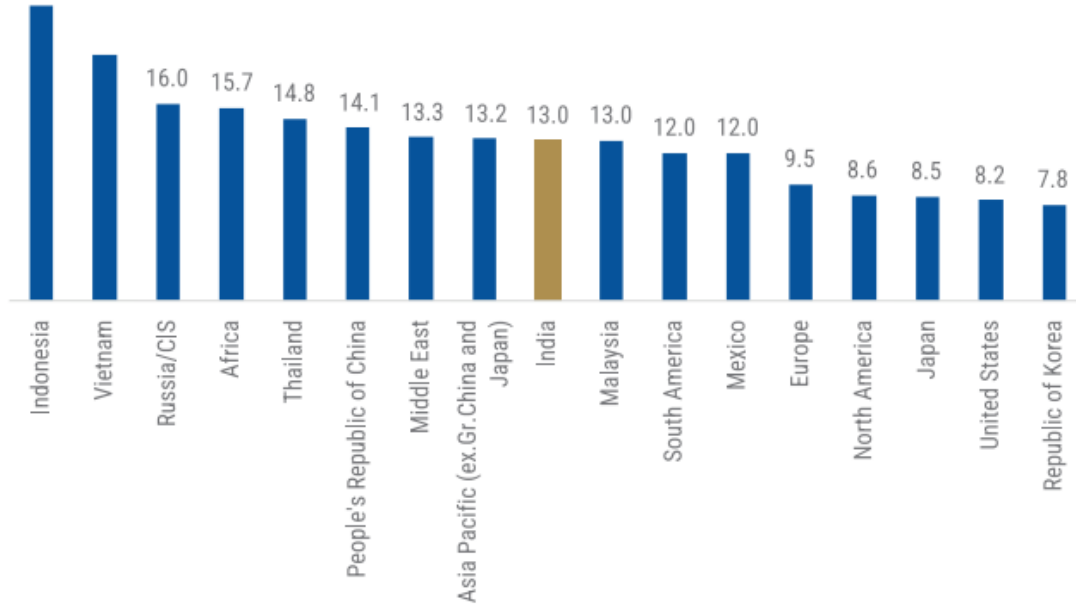
- Ms. Victoria Alexandrina Drummond**- First Lady Marine Engineer
- M.T. Swarna Krishna** – First vessel in the world with all women officers



India's Logistics and Maritime Performance



Logistics Costs for Key Regions and Countries (as per cent to GDP, 2016)



Source: Armstrong and Associates report (2017)

Logistics Costs for India has **now reduced to 7.97 %** as per the current assessment prepared by NCAER for DPIIT

Source: Rankings - [Agility-Emerging-Markets-Logistics-Index-2025.pdf](#)

Source: Rankings - [emergingmarketsindex.agility.com/wp-content/uploads/2026/02/Agility-Emerging-Markets-Index-2026-Final.pdf](#)

Agility Emerging Markets Logistics Index 2025 Rank 2: India

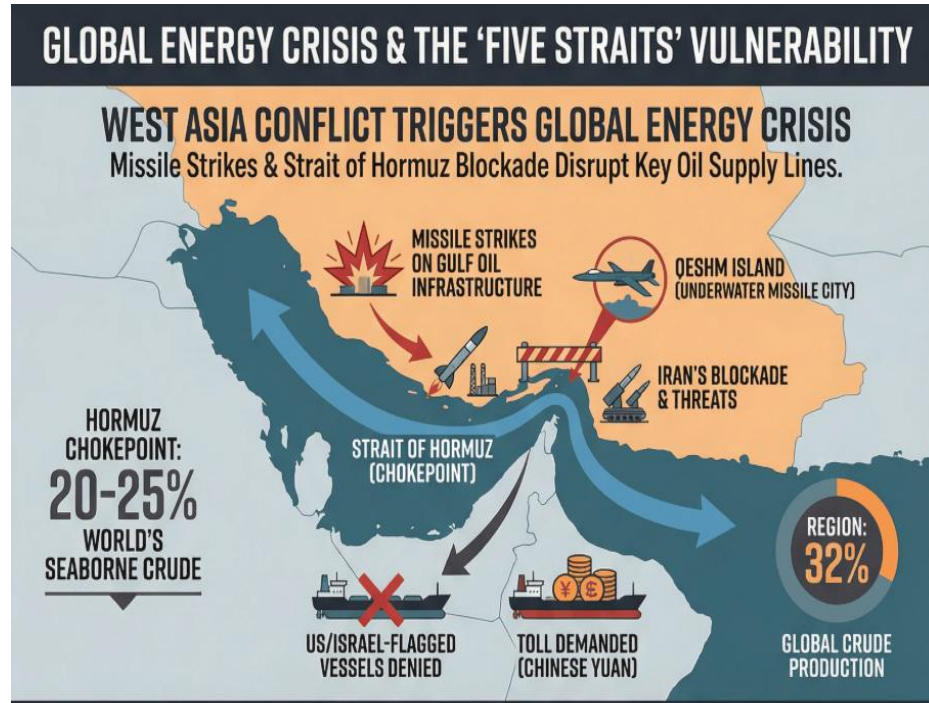
Rank	Rank Change	Country	Overall Score	Last Year's Score	Domestic Opportunities	International Opportunities	Business Fundamentals	Digital Readiness
1	0	China	8.58	8.61	8.58	9.65	6.37	8.47
2	0	India	6.94	7.21	7.59	7.49	6.03	5.76
3	0	UAE	6.31	6.49	5.53	5.90	8.53	6.55
4	2	Saudi Arabia	6.08	6.05	5.61	6.07	7.45	5.82
5	-1	Malaysia	6.04	6.17	5.26	5.78	7.72	6.41
6	-1	Indonesia	5.94	6.16	6.16	6.12	5.85	5.41
7	2	Mexico	5.77	5.60	5.49	6.45	5.61	5.25
8	-1	Qatar	5.64	5.85	5.36	4.92	6.97	6.25
9	1	Thailand	5.61	5.59	5.05	5.86	5.94	5.82
10	-2	Vietnam	5.52	5.73	5.09	5.81	6.01	5.37

Agility Emerging Markets Logistics Index 2026 Rank 2: India

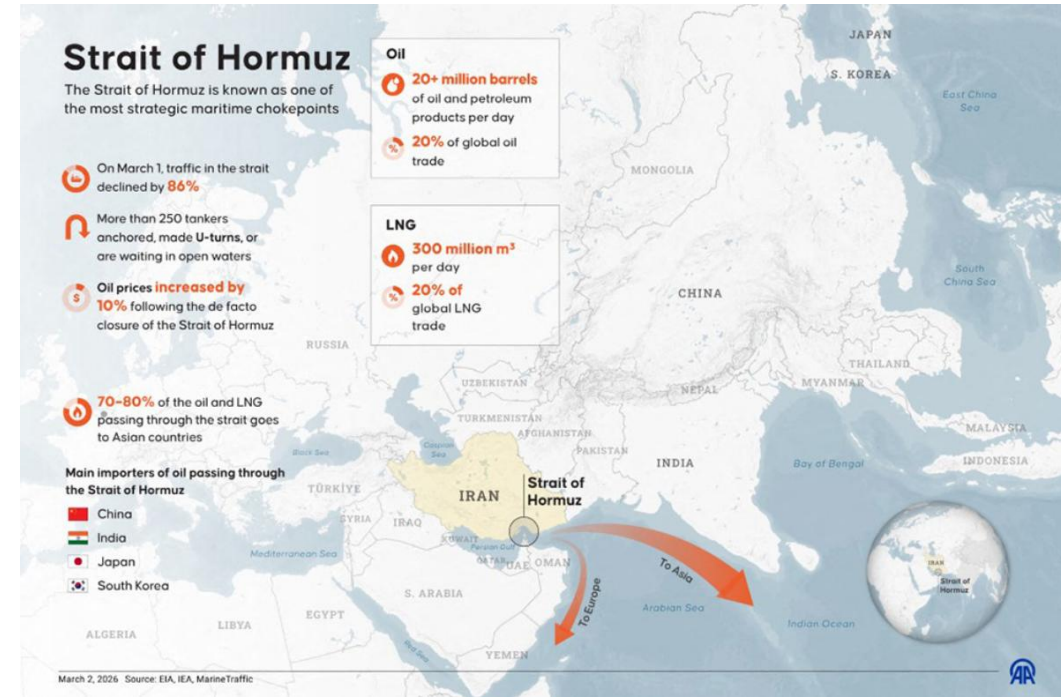
Rank	Rank Change	Country	Overall Score	Last Year's Score
1	0	China	8.44	8.58
2	0	India	6.99	6.94
3	0	UAE	6.40	6.31
4	0	Saudi Arabia	6.25	6.08
5	0	Malaysia	6.03	6.04



Middle East Conflict (Strait of Hormuz)- Impact on Maritime Trade



Source: ndtv.com



Source: EIA, IEA, Marine Traffic

- Before the conflict, Strait of Hormuz carried ~20% of global seaborne crude to Asia; during the conflict, flows were rerouted mainly via the Suez-Red Sea route, with Malacca remaining the busiest.
- As on March 1, traffic in the strait declined by 86% and Oil Prices increased 10%
- Disruptions in key chokepoints have driven volatility in war risk premiums, with repricing for high-risk zones
- 7-day cancellation clauses on standard war risk and along with additional war risk premium dependent on area or the voyage have increased uncertainty for charterers and shipowners

Source: Xinhua News Agency. (2026). How important is the Strait of Hormuz? New Vision. https://www.newvision.co.ug/category/world/how-important-is-the-strait-of-hormuz-NV_229100_042026



Bharat Maritime Insurance Pool



Launched 12 May 2026 by Dept. of Financial Services, Ministry of Finance. Cabinet approved on 18 April 2026

USD 1.5B

Total Pool Capacity

₹12,980 Cr

Sovereign Guarantee (≈
USD 1.4B)

USD 100M

Claims Threshold Pool's
Own Resources

Coverage Scope for Indian flagged or controlled vessels or vessels destined to or starting from India:



01

**Hull &
Machinery**



02

Cargo



03

P&I Liability



04

War Risk

First policies issued under BMIP

- **H&M War Policy:**
M/s Hoger Offshore & Marine
Pvt Ltd
- **Marine Cargo War Policy:** M/s
Vedanta Sterlite Copper Ltd
(cable wire imports) and M/s
Balrampur Chini Mills Ltd



National Maritime Decarbonization Policy Framework

PILLAR 8: POLLUTION PREVENTION



- Strengthening waste management and port reception facilities
- Promoting circular economy and resource efficiency
- Ensuring MARPOL compliance and environmental standards
- Cleaner operations to protect marine ecosystems
- Preventing marine pollution and building a sustainable blue economy

PILLAR 7: GREEN TECHNOLOGY



- Accelerating adoption and indigenisation of advanced maritime technologies
- Digitalisation, automation, AI/IoT and data-driven decision making
- Innovation sandboxes, pilot projects and collaborative R&D
- Enhancing efficiency, safety and competitiveness

PILLAR 6: GREEN FUELS



- Promoting a safe and phased transition to alternative marine fuels
- LNG, biofuels, methanol, ammonia, hydrogen and other future fuels
- Developing bunkering infrastructure and reliable supply chains

PILLAR 5: GREEN SKILL DEVELOPMENT



- Preparing future-ready maritime workforce and institutions
- Training for new technologies, alternative fuels and digitalisation
- Strengthening capacity for safety, sustainability and compliance
- Supporting seafarer transition and career progression

NATIONAL MARITIME DECARBONIZATION POLICY FRAMEWORK

8 PILLARS FOR A DECARBONIZED, COMPETITIVE AND SUSTAINABLE MARITIME SECTOR



PILLAR 1: GREEN SHIPPING



- Lifecycle-based decarbonization of India's fleet
- Energy-efficient, fuel-flexible and low- to zero-emission vessels
- Green ship certification and incentives
- Lifecycle emissions accounting and transparency

PILLAR 2: GREEN PORTS



- Port-led decarbonization through clean energy integration
- Electrification, shore power and energy efficiency in operations
- Sustainable infrastructure and green logistics
- Positioning Indian ports as competitive, low-carbon gateways

PILLAR 3: GREEN SHIP RECYCLING



- Safe, environmentally sound and circular ship recycling
- Alignment with Hong Kong Convention
- Strengthening worker safety
- Enhancing material recovery and resource efficiency

PILLAR 4: GREEN FINANCE



- Mobilising affordable and long-term capital for green maritime projects
- Blended finance and risk-sharing mechanisms
- ESG-aligned investments
- Incentivising clean technologies and innovation



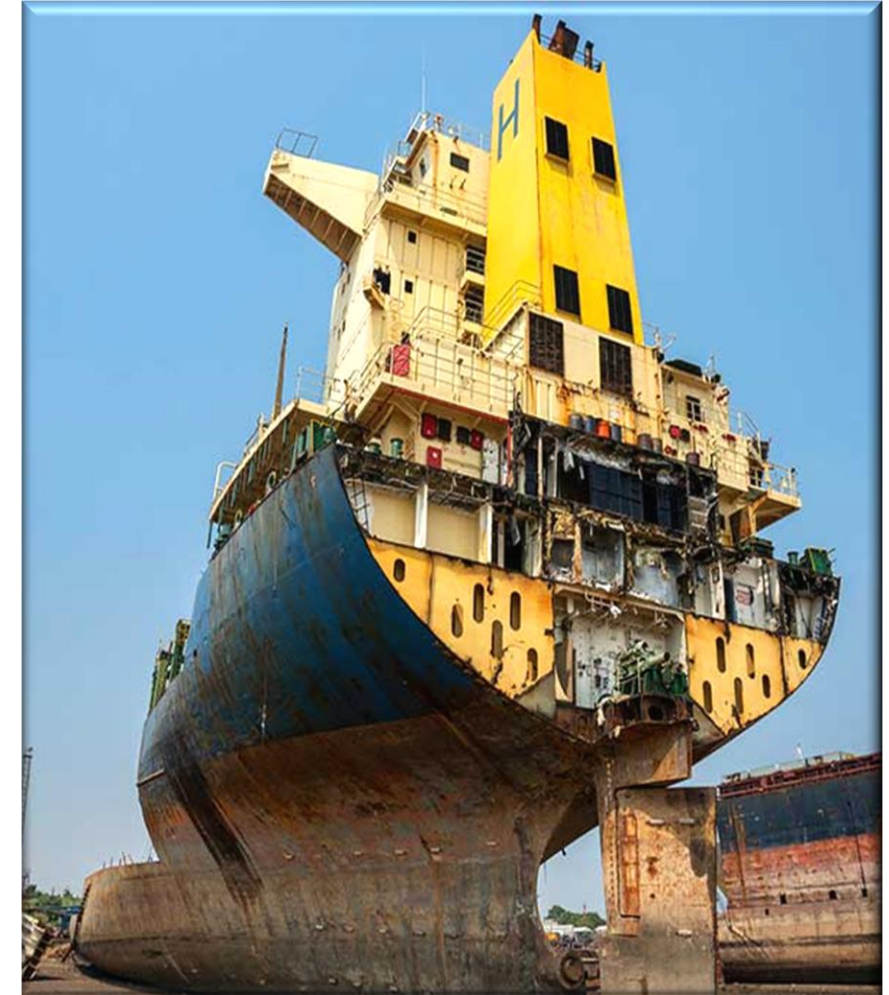
Ship Recycling



- Process of dismantling end-of-life ships to recover **steel and other valuable materials**.
- India is a **global leader**, with Alang–Sosiya in Gujarat being the **world's largest ship recycling cluster**.
- Governed internationally by the **Hong Kong Convention (HKC)**, which entered into force on **26 June 2025**.
- Integral to the **circular economy**, reducing the demand for virgin raw materials.

India's Role & Importance

- Handles **30% - 35% of global ship recycling tonnage** annually.
- Provides **20 - 25% of India's ferrous scrap requirement**, reducing dependence on imports.
- India is the **only country with 100+ HKC Compliant Recycling Yards**.
[115 HKC Compliant Yards at Alang]
- Supplies input material for the **Green Steel ecosystem**, boosting India's low-carbon transition.
- Generates **direct employment for 15000+ workers** and **indirect livelihood opportunities** for thousands more in logistics, scrap processing, and allied services.
- Strengthens India's position in **global maritime sustainability**.





Four Pillar Approach – Ship Building Sector

Cabinet approves ₹ **69,725** crore Package to Revitalize India's Shipbuilding and Maritime Sector



Shipbuilding Financial Assistance scheme

Allocation: ₹24,736 crore

- Overcome cost differential vis-a-vis foreign shipyards.
- Credit note for new builds against ship scrapping in India
- Establish National Shipbuilding Mission



Maritime Development Fund

Allocation: ₹25,000 crore

- Enable long-term financing to maritime sector through equity & debt-based funding:
- Maritime Investment Fund
 - Interest Incentivization Fund
 - Credit Guarantee Fund



Shipbuilding Development Scheme (SbDS)

Allocation: ₹19,989 crore

- Greenfield cluster creation
- Brownfield capacity expansion to **4.5 million GT**
- Risk outlay for shipyards
- Setting up of India Ship Technology Centre (ISTC) as Apex body under IMU



Legal, Policy and Process Reforms

- Demand aggregation
- Large Ships as infrastructure
- Taxation issues
- Flagging reforms



Digitization in Maritime



DIGITAL MARITIME SERVICES & GOVERNANCE



e-SAMUDRA

- Integrated digital platform
- 15 modules | 60+ maritime services
- Paperless governance & seamless service delivery



MARITIME SINGLE WINDOW (MSW)

- Single window for all maritime clearances
- Integration with ports, customs, PHO & immigration
- Reduced documentation & clearance time



LICENSE & CHARTERING PORTAL

- End-to-end digital chartering approvals
- Foreign flag charter permissions
- Faster approvals & transparency



24x7 GRIEVANCE REDRESSAL SYSTEM

- Real-time grievance lodging & tracking
- Automated workflow & resolution monitoring



CRISIS RESPONSE MANAGEMENT MODULE

- Digital platform for maritime emergencies
- Integrated coordination with DGS, Navy, Coast Guard, MEA & stakeholders



RPSL DIGITAL MODULE

- Automated licensing, inspections & compliance
- Integration with MTIs & stakeholders
- Transparent monitoring & reporting



SWACHH SAGAR PORTAL

- ✓ Port Reception Facilities (PRF)
- ✓ Electronic BDN & Ballast Water Reporting
- ✓ Single Use Plastic Reporting
- ✓ MARPOL Compliance Monitoring
- ✓ Cleaner Ports, Cleaner Oceans



HUMAN CAPITAL & KNOWLEDGE ECOSYSTEM



DIGITALISATION IN MARITIME TRAINING

- LMS, simulators & immersive learning
- Centralised attendance system
- AI-enabled adaptive learning
- Digital Training & Assessment Records (TAR)



EXAMINATION REFORMS

- End-to-end digital exam lifecycle
- Online registration & eligibility check
- CBT / hybrid exams with online proctoring
- Digital certificate validation



TRAINING ECOSYSTEM PLATFORM

- Integrated cloud-based training ecosystem
- Faculty development & LMS integration
- Simulator integration
- Skill development & competency enhancement



MARITIME KNOWLEDGE CLUSTER (MKC)

- National knowledge-sharing platform
- Research, innovation & collaboration
- Industry-academia-government partnership



SMART MARITIME INFRASTRUCTURE & FUTURE TECHNOLOGIES



INTEGRATED VESSEL TRAFFIC MANAGEMENT SYSTEM (iVTMS)

- Implemented across all major ports
- AIS, Radar, VHF, CCTV & weather integration
- Real-time vessel traffic monitoring & safety enhancement



JUST-IN-TIME ARRIVAL

- Synchronises vessel arrival with berth availability
- Reduces fuel consumption & emissions
- Improves berth utilisation & efficiency



DIGITAL TWIN TECHNOLOGY

- Real-time virtual model of port operations
- Pilot implemented at VOC Port, Tuticorin
- Supports predictive decision-making & optimisation



LRIT

- Long Range Identification & Tracking
- Enhanced maritime domain awareness
- Vessel monitoring & casualty reporting support



GEOSPATIAL PLATFORM

- GIS-enabled monitoring for port security & sustainability
- Supports ISPS compliance & safety initiatives



INDIA GLOBAL MARITIME SAFETY PORTAL (IGMSP)

- AI-enabled maritime safety platform
- Safety analytics, incident reporting & knowledge repository
- 200+ safety learning videos



SHIP RECYCLING PORTAL

- ✓ HKC implementation platform
- ✓ Yard licensing & IHM management
- ✓ Inspection & compliance monitoring
- ✓ IMO reporting integration
- ✓ Sustainable ship recycling ecosystem



COMPREHENSIVE SHIPBUILDING PORTAL

- ✓ Industry directory
- ✓ Innovation centre
- ✓ Technical library
- ✓ Training & certification
- ✓ Shipbuilding ecosystem support
- ✓ Strengthening Make in India





Maritime Single Window

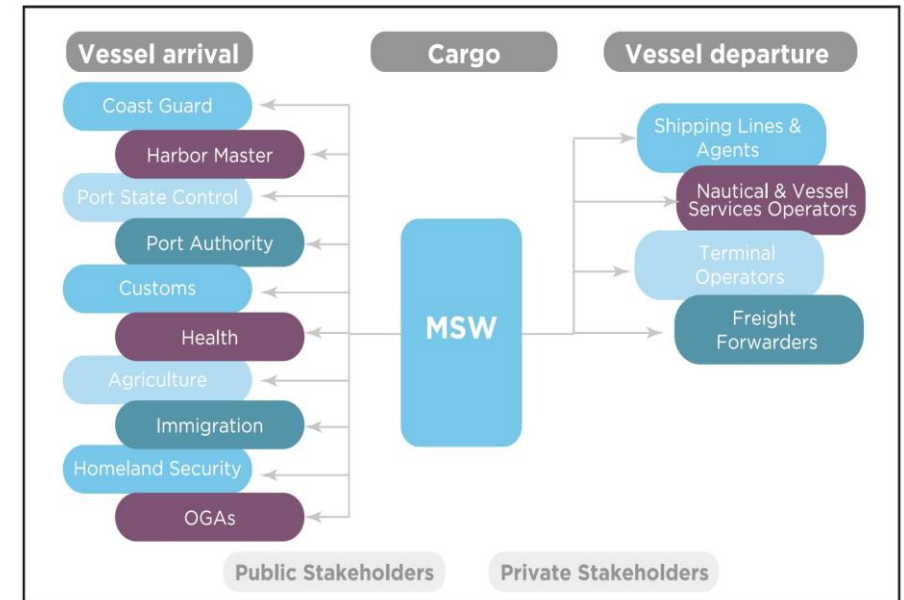


The maritime single window (MSW) is a digital platform designed to streamline and simplify the submission of maritime-related documentation for ships arriving at or departing from ports, as per IMO's mandate.

It serves as a single-entry point where ship-owners, operators, and agents can electronically submit all the required information (FAL forms) to various authorities involved in maritime operations.

Maritime Single Window Came Into Force From 01.01.2024. The Implementation Of The MSW Aligns With The International Maritime Organization (IMO) And Its Facilitation (FAL) Convention, Which Mandates The Electronic Exchange Of Information Related To Ship Arrivals, Departures, And Cargo Movements.

By digitalizing the submission and processing of regulatory documents, MSW significantly reduces manual intervention, thereby increasing the speed and accuracy of port clearances and promotes ease of doing business. Upgradation is being pursued and has been mentioned in the upcoming slides.





Seafarers are the “Key Workers” to drive global supply chains and keep the global economy moving



India aims to achieve the vision under Maritime India Vision (MIV) 2030 of provisioning 20% of the world's seafaring pool.

Over 90% of world trade is carried by sea and is powered by seafarers' expertise and resilience. They ensure the uninterrupted movement of essential goods, fuel, and raw materials.

About the Seafaring Profession

- Recent changes to the Maritime Labour Convention (MLC) with seafarers now officially recognised as **‘key workers’** by the International Labour Organization (ILO)
- A report by the International Chamber of Shipping and BIMCO state that there will be a shortfall of 89,510 STCW-certified officers by 2026
- This presents a unique opportunity for India as it is one of the largest suppliers of seafarers globally

India is aiming to build a future-ready maritime workforce through training and well-being measures



Who is a Competent Seafarer?



“While compliance with standards is essential for serving on board ships, the skills and competence of seafarers can only be adequately underpinned, updated and maintained through effective Maritime Education, Training, Assessment and reliable Certification of their Competency”

-Koji Sekimizu, ex-Secretary-General of the International Maritime Organization (IMO)

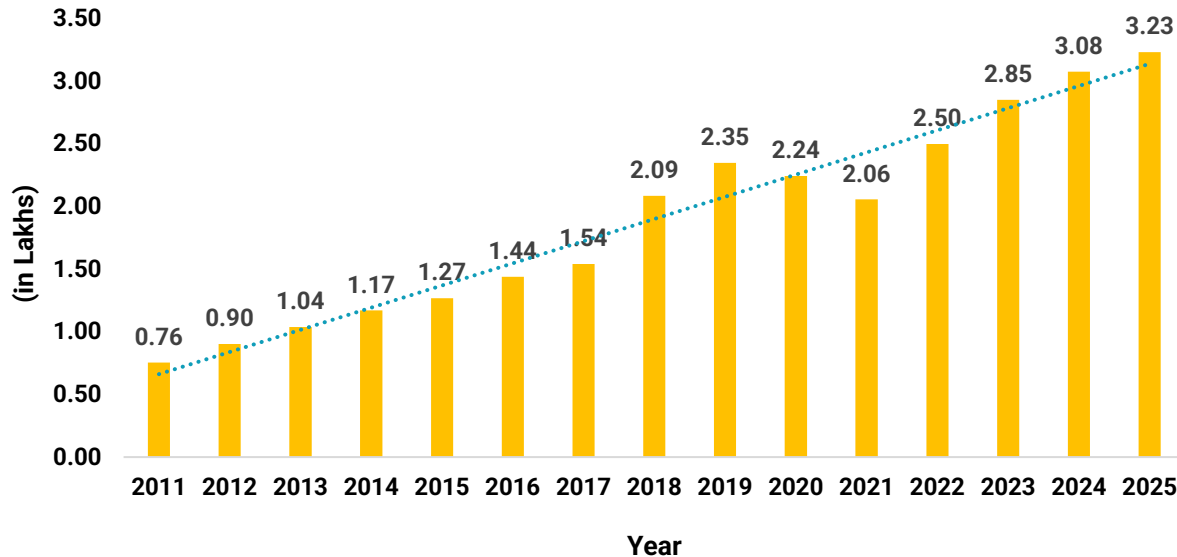


Charting India's Maritime Rise: Increasing Seafarers & Driving Gender Inclusion

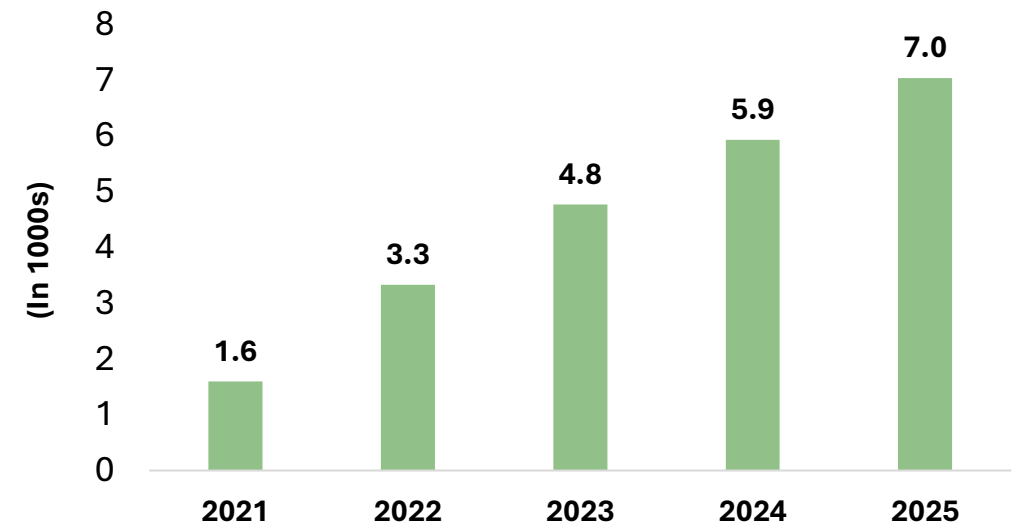


- **India among top 5 maritime nations** in seafarer supply
- **Contributes ~ 12%** of the global seafarer workforce
- **MIV 2030 target:** Increase India's share to **20%** by 2030
- Current share of women seafarers in India: **2.17%**
- **MIV 2030 target:** Raise women participation to **2-3%** by 2030
- **Growth achieved: 339%** rise since 2021

No. of Seafarers



No. of Women Seafarers





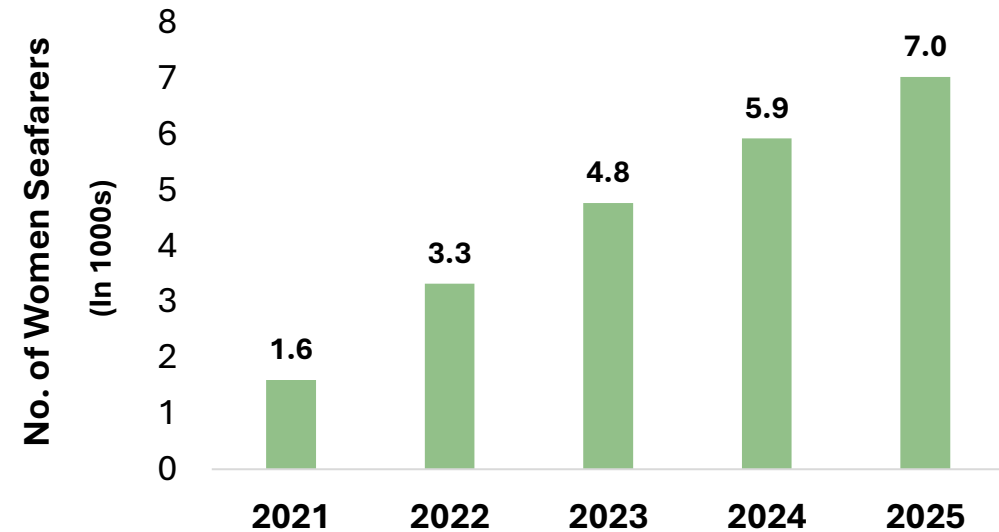
Advancing Gender Inclusivity in India's Maritime Sector

Gender Inclusivity

Sagar Mein Samman

- Introduced under **DGS Order 18 of 2024** to promote gender-inclusive maritime workforce.
- Establishes **policy-backed norms** for women's safety, equal opportunity, and career advancement.
- Strengthens governance through industry-wide compliance standards and workplace reforms aligned with **MIV 2030 Deliverable 10.15** and **UN SDG-5** and **SDG-8**.
- Implemented in collaboration with MUI, supporting a joint framework to empower and protect women seafarers.
- **National average: 2.17 %** women seafarers in India
- **Maritime India Vision 2030: 2–3 %** women participation by 2030.

Year on Year growth of Women Seafarers



Sagar Mein Samman enhance India's maritime regulatory framework by setting structured standards for inclusivity, and safety across the crewing ecosystem

Findings Reveal Persistent Barriers Hindering Women's Inclusion in Maritime Roles

The SMS Task Force (R&D Sub-Committee) surveyed five key stakeholder groups - women cadets, women seafarers, management personnel, and MTI heads. Key findings are as follows-

Systemic & Cultural Barriers

- <2% women in global workforce
- Deep-rooted **gender bias**, stereotypes & limited institutional support
- High **societal resistance** while choosing career at sea
- **Bias, exclusion** & lack of respect during training

Safety, Harassment & Trust Gap

- High incidence of Gender-Based Challenges
- Verbal harassment & discrimination remain prevalent
- **Low Psychological Safety**: Only few feel completely safe at sea
- Low **trust in reporting systems**; fear of retaliation

Infrastructure & Facility Gaps

- **Insufficient women-specific spaces** and provisions
- Gaps in menstrual hygiene, fitness and healthcare support
- Limited or inadequate **onboard facilities**
- Need for gender-responsive **wellness and privacy measures**

Career & Work-Life Challenges

- **Restricted** access to roles & **slower progression**
- Limited mentorship & placement bias
- Reconsider training due to **family responsibilities** conflict
- Stress, isolation & inadequate **mental health support**

MIV 10.15 stresses on the inclusion on women in the seafaring sector

The Maritime India Vision (MIV) 2030 stresses on the need to have women in the seafaring sector and build a dignified and respectable workspace with ample opportunities for growth.

Awareness and Marketing

- Increasing awareness regarding women seafarer roles through career counselling / marketing campaigns
- Publicize women seafarer success stories to improve sentiment

Incentivization

- Supply: Leverage scholarships and promote participation through waving tuition fees
- Demand: Evaluate mandating domestic shipping companies to hire women seafarers

Promoting gender sensitization

- Promoting gender sensitization and zero tolerance gender discrimination
- Include gender sensitivity and workplace ethics modules in maritime education and officer training programs.

Buddy programs and counselling

- Buddy Programs pairing new women recruits or cadets with experienced officers to ease their transition into maritime work environment
- Confidential counselling services both online and in-person



Multiple concerns remain in the seafaring industry



While the seafaring career may seem very lucrative with international exposure and high-salaries, multiple concerns remain.

Long periods away from home

- Seafarers may spend 6 – 9 months at sea, without reliable communication and shore leave, leading to isolation and homesickness

Bullying and Harassment

- Bullying and harassment are rampant on ships and may include verbal abuse, sexual abuse or even fatal outcomes

Physical and Mental Fatigue

- Vessels operate in harsh weather conditions and unforgiving environment with risks of piracy, limited rest and chronic fatigue

Gender and Inclusion Barriers

- Women have typically not been involved in merchant shipping due to cultural barriers, lack of role models, gender discrimination etc.

On-shore Job Opportunities

- Limited on-shore job opportunities that pays equivalently
- Limited skills to handle on-shore chores competently

Cultural Barriers

- Differences in terms of languages, religions, social backgrounds etc.
- Hierarchies among the crew leading to conflicts



Institutionalizing Seafarer Wellness

Wellness

Sagar Mein Yog

- Introduced under DGS Order 19 of 2024, focusing on mental, physical, and emotional well-being of seafarers.
- Standardizes wellness practices across training institutes via MoU with NUSI.
- Helps reduce stress, fatigue, and medical emergencies enhancing safety compliance.
- Integrates structured wellness modules into Pre-Sea, At-Sea, and Post-Sea stages
- A pilot 3 day ToT Programme was conducted in December with participations of ~50 trainers



[LMS Link](#)

Sagar Mein Yog enhances India's maritime regulatory framework by setting structured standards for wellness across the crewing ecosystem

Challenges of life at sea lead to a large number of death cases (including natural death) as well as missing cases

DEATH CASES											
	2012 - 17	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL
Closed	0	0	0	0	0	5	3	3	0	0	11
Pending	6	1	3	6	6	2	3	2	14	33	76
Settled	0	5	6	33	61	48	58	49	48	0	319
	6	6	9	39	67	55	64	54	62	33	406
MISSING CASES											
	2015 - 17	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL
Closed	0	0	1	0	1	0	0	6	1	0	9
Desertion	1	2	7	2	4	2	2	23	0	0	43
Pending	0	6	0	6	3	11	13	4	4	9	56
Settled	18	6	10	6	10	16	9	15	11	0	101
	19	14	18	14	18	29	24	48	16	9	209

Closed	Closed from ship-owners / P&I without compensations
Pending	Under progress and pending
Settled	Case settled by ship-owners / P&I with compensations



Abandonment Scenario in Indian Seafaring



SUMMARY AS ON DATE		Vessels (Nos.)	Seafarers (Nos.)
19.06.2026			
Cases Resolved (Seafarers Repatriate d)	01.01.25 to 31.12.25	108	988
	01.01.26 to till date	49	407

Key Challenges

- Large number of fraudulent and illegal agents are operating, and this leads to illicit extraction of money from seafarers, illegal deployment on vessels, fake CDC endorsement etc.
- Many agents often disappear after receiving the money
- Many seafarers are often left abandoned. India tops the nations with the highest number of seafarer abandonments.

Active Cases Details	Vessels (Nos.)	Seafarers (Nos.)	Stage 1		Stage 2		Stage 3		Stage 4		Stage 5		Stage 6	
			Vls	Seafarer	Vls	Seafarer	Vls	Seafarer	Vls	Seafarer	Vls	Seafarer	Vls	Seafarer
Cat. 1: P&I Valid	16	110	0	0	0	0	1	11	1	11	10	70	4	18
Cat. 2: P&I Expired	15	116	0	0	0	0	1	3	0	0	7	78	7	45
Cat. 3: Disputed	25	169	0	0	0	0	0	0	0	0	18	136	7	33
Cat. 4: Arrest/Jail/Detention	23	85	1	5	0	0	2	3	7	32	13	45	0	0
TOTAL	79	480	1	5	0	0	4	17	8	43	48	329	18	96

Key interventions taken by DG Shipping

DG Shipping is on a mission mode to address the issue of large number of abandonment of seafarers.

As on 19th June 2026, there are **79** Vessels with **480** seafarers abandoned/ arrested.

Repatriation Summary (Jan–June 2026) **407** Seafarers Repatriated | **49** Vessels

Root Causes of Abandonment

Inexperienced New Shipowners

Delayed Reporting by Seafarers

Invalid or Expired P&I Insurance Cover

Fraudulent RPS Agencies

Flags of Convenience (FoC) and Weak Oversight

Form 1 Shows Vessel Mismatch

Course Corrective Measures Taken by DG Shipping

Regulatory Strengthening

- Strengthened RPSL compliance (MS Notices 11/2024, 10/2025; DGS Circular 43 & Order 09/2025)
- Statutory powers introduced under Merchant Shipping Act (2025) for abandonment cases

Continuous Coordination with MEA & Indian Missions

- Structured coordination for repatriation, welfare access, and time-bound case resolution

Enforcement & Deterrence

- Immediate blocking of RPSLs on abandonment reports
- 51 fraudulent RPSLs withdrawn (since Apr 2025)
- Proposal to blacklist repeat-offender vessels, flags & insurers

Awareness & Capacity Building

- Anti-fraud advisories and revised Form-1 (Circulars 55 & 56/2025)
- Online training and upgraded learning modules

Monitoring & Oversight

- Regular audits, surprise inspections, and enhanced field monitoring

Operational Controls & Verification

- Vessel verification in seafarer profiles
- Public RPSL status visibility
- Crew engagement capped to lifesaving appliance capacity (Circular 57/2025)

Financial Safeguards

- Proposal to enhance RPSL Bank Guarantees (₹10L–40L → ₹25L–₹1 Cr)
- Faster repatriation and stronger RPSL accountability

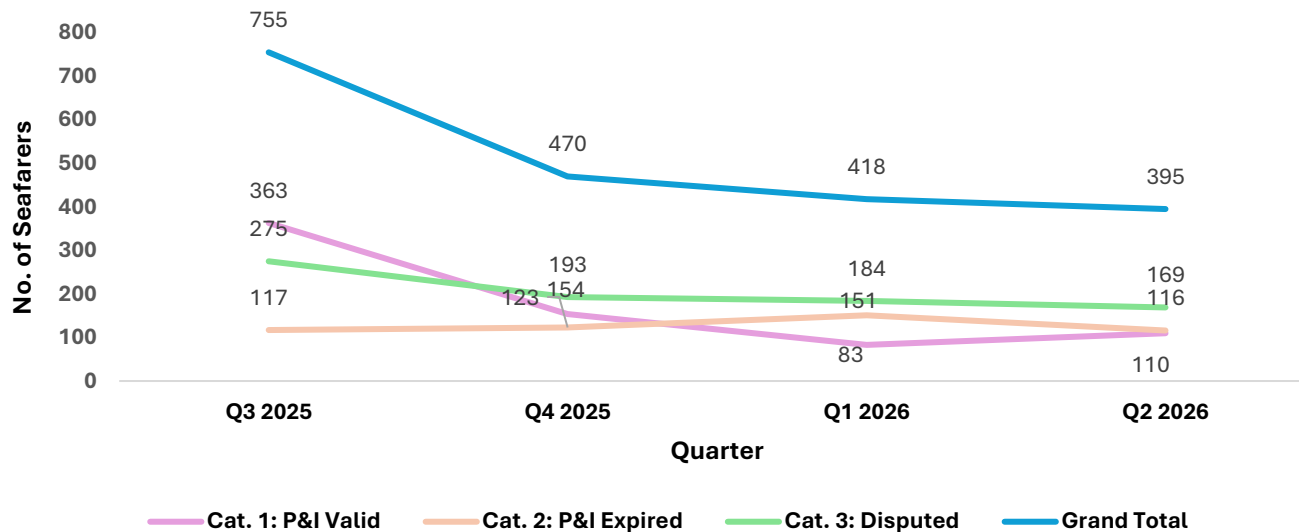


Declining Abandonment Cases



Quarter	Q3 2025		Q4 2025		Q1 2026		Q2 2026	
Category	Vessels	Seafarers	Vessels	Seafarers	Vessels	Seafarers	Vessels	Seafarers
Cat. 1: P&I Valid	29	363	19	154	13	83	16	110
Cat. 2: P&I Expired	14	117	10	123	16	151	15	116
Cat. 3: Disputed	28	275	25	193	25	184	25	169
Grand Total	71	755	54	470	54	418	56	395

Decline in Abandoned Seafarers



Abandoned Seafarers have declined significantly from ~755 in Q3 2025 to ~395 in Q2 2026 (as on 19.06.2026)

- **Category 1 (P&I Valid):** 363 → 110
- **Category 2 (P&I Expired):** remains low, but saw a slight uptick in Q1 2026 (117 → 116)
- **Category 3 (Disputed):** remains the most persistent category, declining gradually (275 → 169)
- **Consistent policy enforcement and inter-agency coordination are yielding measurable results.**
- Quarterly coordination meetings chaired by the Special Secretary (MoPSW) are held with relevant divisions to expedite the repatriation of abandoned seafarers.



Safety First – Suraksha Sarvapratham



DGS is focused on promoting safety on vessels and is set to launch a campaign called the Suraksha Sarvpratham, ensuring that the seafarers are able to discharge their duties in a risk-free manner.

To reduce accidents and minimize risks aboard ships.

Detailed documentation of incidents that occur at sea and during port operations.

Systematic recording and analysis of incidents will help identify patterns, understand root causes, and implement preventative strategies.

Instill a culture of safety among seafarers.

Web-based learning management systems for training.

Free online courses will be developed.

To create a safer working environment for seafarers by reducing the frequency and severity of accidents at sea and in ports.

Comprehensive incident documentation, strict adherence to safety protocols, and innovative AI-based safety videos--- to establish Safety Culture

Strengthening Crewing Compliance Digitally (1/3)

24x7 Grievance Redressal Module

Aims to provide a single digital platform for **24x7** effective lodging, tracking, and resolution of seafarer grievances.

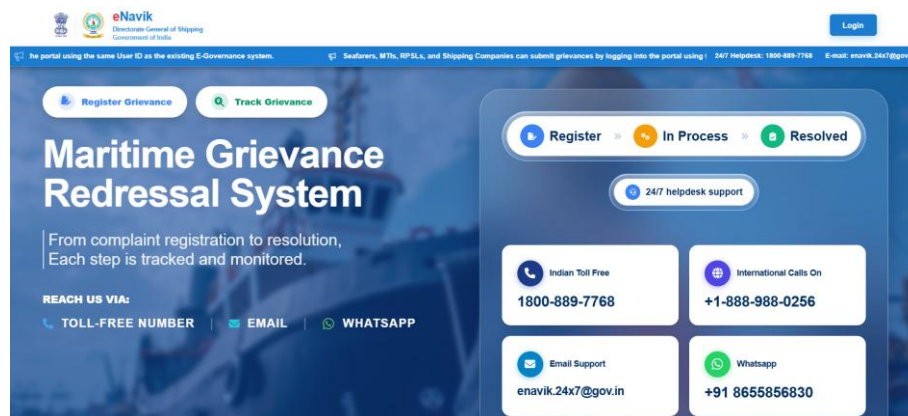
Current Status

1. eNavik Portal has went live for beta release on 15.05.2026. (<https://beta-enavik.dgma.gov.in/>)
2. Extensive Social Media Campaign by Social Media Team is currently ongoing since 15.05.2026 and will be live till 23.06.2026
3. Go-live is expected for August 2026

Key Functions

- ✓ Lodging and categorization of grievances
- ✓ Automated routing to concerned officers
- ✓ Investigation and resolution tracking
- ✓ Communication and feedback mechanism
- ✓ Real-time monitoring and reporting

eNavik Portal



24x7 Grievance Redressal Module

beta-enavik.dgma.gov.in

24X7 GRIEVANCE REDRESSAL SYSTEM
TRANSPARENT. ACCOUNTABLE. ALWAYS ACTIVE.

Instant complaint logging • Unique ticket ID • Escalation if delayed • Continuous monitoring

Who Can Use the System?
• Seafarers • Family Members • Maritime Students
• Shipping & Maritime Institute • Maritime Stakeholders

Toll-Free Number (Domestic): 1800-889-7768
International (US Toll-Free): +1-888-988-0256
WhatsApp Number: +91 8655856830
Dgcomm Casualty No: 8657549760

Website: beta-enavik.dgma.gov.in | Email: enavik.24x7@gov.in | Email: support.dgs@gov.in

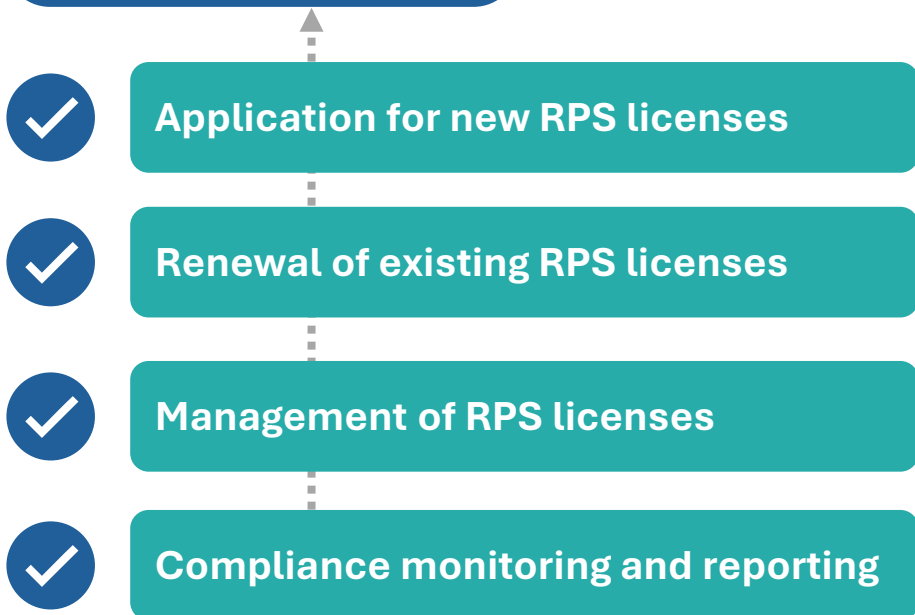
Strengthening Crewing Compliance Digitally (2/3)

RPSL Module

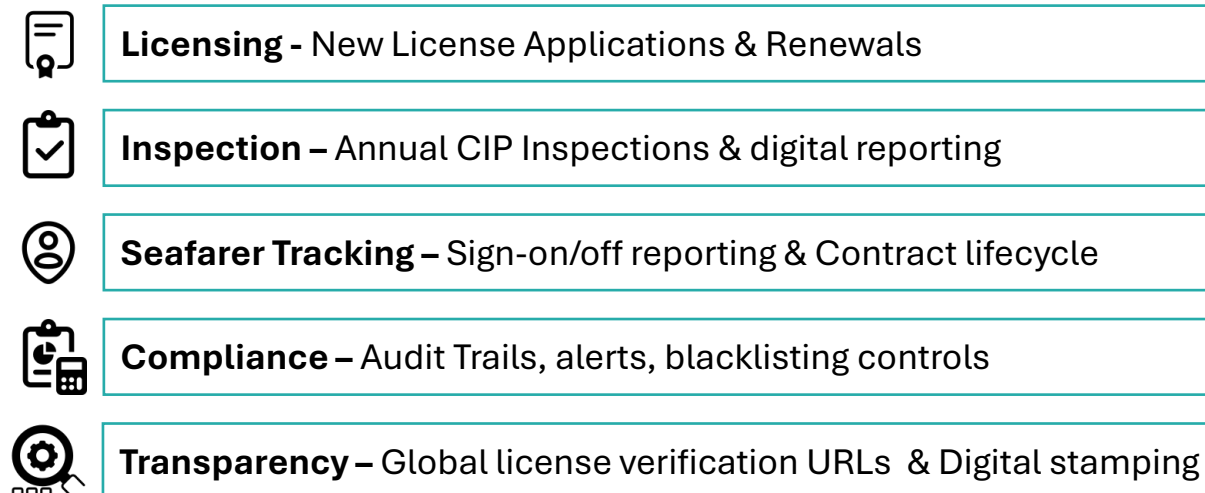
A module designed to streamline the application, renewal, and compliance management of Recruitment and Placement Services Licenses for DG Shipping.

- License Application & Renewal Management
- Compliance & Regulatory Monitoring
- Seafarer Data Management
- Digital Tracking & Communication

Key Functions



5 Key Pillars of RPSL Module





Strengthening Crewing Compliance Digitally (3/3)

Crisis Module

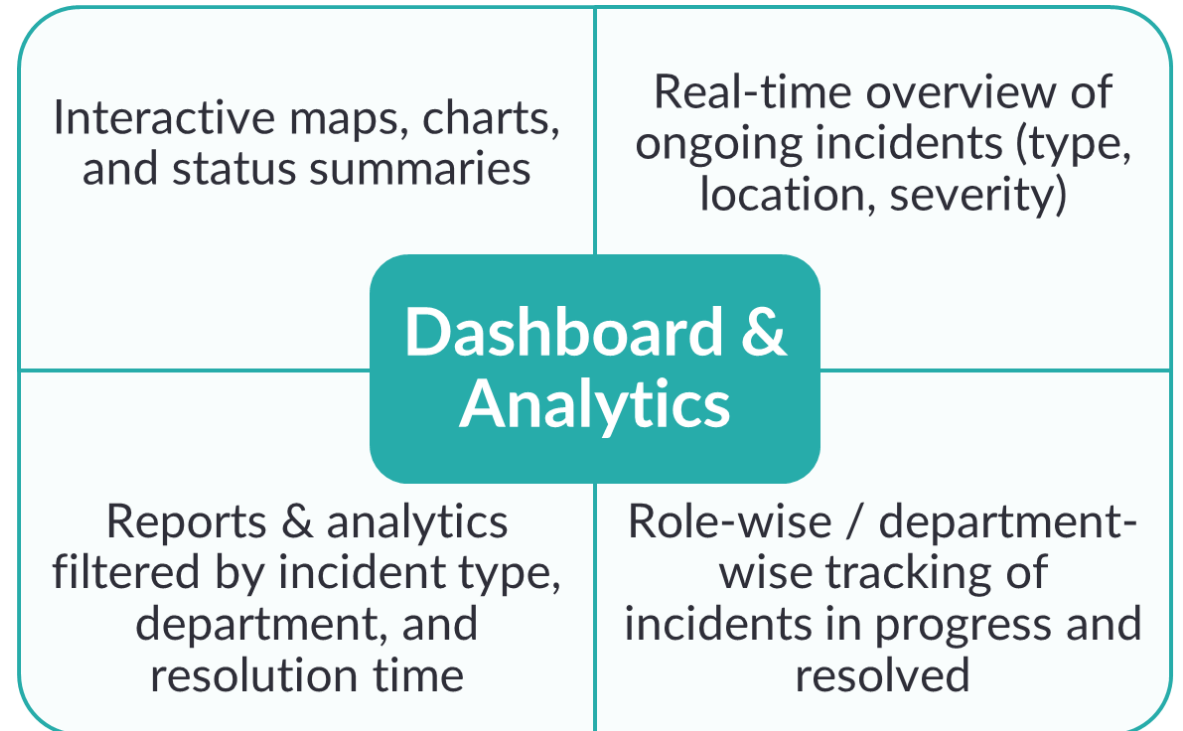
Aims to ensure a **rapid, coordinated, and technology-enabled response** to maritime crisis through an integrated digital platform.

Core Objectives

- ✓ Enable real-time reporting and tracking of maritime incidents.
- ✓ Facilitate coordination among multiple stakeholders (DGS, MoPSW, MEA, Navy, Coast Guard, etc.). Ensure incident management from initiation to resolution.
- ✓ Provide live updates, alerts, and analytics.
- ✓ Generate post-crisis reports for evaluation and policy improvement.

Key Enablers

- ✓ Digital incident reporting & categorization.
- ✓ Automated action plans with assigned tasks and deadlines.
- ✓ Resource mobilization tools for quick response.
- ✓ Real-time communication and discussion boards for stakeholder collaboration.
- ✓ Analytics dashboards with role-wise data and trends.





Towards Stronger Social Security for Seafarers



Seamen's Provident Fund Organisation

Long-Term Financial Security

- **SPFO** manages provident fund contributions made by both seafarers and employers, which are accumulated and paid out as benefits upon retirement, completion of service, or in cases of disability or death.
- Improves the **quality of life of seafarers** by providing financial security, social protection, and long-term stability throughout their working life and after retirement.
- **Vision:** To Provide for an institution of a Provident Fund to the Seamen as an old age retirement benefit to them and to their family members in the event of death.





Towards Stronger Welfare for Seafarers



Seafarer Welfare Fund Society (SWFS)

Welfare & Immediate Support

- The **SWFS** welfare schemes are designed to support seafarers and their families through initiatives focused on health, education, welfare infrastructure, and various financial assistance measures.
- **Welfare Schemes:** A total of **12** ongoing schemes covering active seafarers, retired personnel, women seafarers, families of deceased seafarers, and children of seafarers
- **Infrastructure Projects under welfare initiatives:** SWBAT – ₹ 90 Cr/-
- **Insurance Coverage** for seafarers by supporting insurance premium payments through a structured and equitable system.





MoU for Strengthening Seafarer Welfare & PF Services



A strategic engagement to strengthen delivery of statutory provident fund and welfare services for Indian seafarers

- Under this collaboration, NUSI will provide dedicated office space free of cost in its upcoming facility at Pushpak Node, **Ulwe, Navi Mumbai**, to enable operations of SPFO and SWFS.
- The premises will be utilized exclusively for **provident fund administration and seafarer welfare services**, including member facilitation, claims processing, and statutory record maintenance.
- This MoU aims to establish a single-window service hub, improving accessibility, efficiency, and coordination among DGS allied offices, thereby enhancing the overall seafarer welfare ecosystem.

MoU Signing: NUSI – SPFO – SWFS



Seamen's Provident Fund Organisation
Under ministry of ports, shipping and waterways

SPFO
(Seamen's Provident Fund Office)



SWFS
(Seafarers' Welfare Fund Society)



NUSI
(National Union of Seafarers of India)

Steps are being taken by the DG Shipping, Government of India for the welfare of seafarers

The **Seafarers' Welfare Fund Society (SWFS)** is an autonomous body under the administrative control of the MoPSW, dedicated to the welfare of Indian seafarers and their families. It administers welfare schemes, financial assistance, and gratuity funds to provide social security and support to active and retired seafarers.

Schemes for Active Seafarers; Schemes for Specific Category of Seafarers; Schemes for Family of Seafarers; Schemes for Deceased Seafarer; Medical Assistance/Insurance

Survivors' Benefit Scheme (SBS): Financial assistance to the family of a deceased Indian seafarer	₹ 6,00,000 (w.e.f. 01.01.2026)	Death on Board Benefit Scheme (DBBS): Support in cases of death or presumed death occurring on board	₹ 6,00,000 (w.e.f. 01.01.2026)	4 new schemes: ->	
				Medical & Term Insurance Premium: Assistance - Reimbursement of 50% premium for Indian CDC holders meeting sea-service criteria	Up to ₹ 5,000
Invalidity Benefit Scheme (IBS): Support for Indian seafarers declared permanently unfit for the sea	₹ 6,00,000 (w.e.f. 01.01.2026)	Old Age Benefit Scheme (OABS): Assistance for seafarers who attain the age of 65 years on/after 01.01.2019 and age 75 on/after 01.01.2026	₹ 50,000 (Age 65) ₹ 1,00,000 (Age 75)	Medical Support (Critical / Terminal Illness): One-time support; govt/recognised hospital certification	₹ 2,00,000
Maternity Benefits Scheme (MBS): Financial assistance for Indian women seafarers during maternity (Max: 2 deliveries)	₹ 50,000 <i>Per delivery</i> (w.e.f. 01.01.2026)	Ex-Gratia Support Benefit Scheme (ESBS): Additional financial aid for specific cases of abandoned / stranded seafarers.	₹ 20,000/m (Max: 12 months) (w.e.f. 01.01.2026)	CoC Career Progression (Rating → Officer): One-time assistance after successful issue of Indian CoC by DG Shipping.	₹ 2,00,000
Family Benefit Welfare Scheme (FBWS): Provides support to dependent families of Indian Seafarers	₹ 1,00,000 (Pre-Sea Training Completion) ₹ 50,000 (Postgraduate Degree Completion)	Award to Meritorious Child of Seafarers (AMCS): Educational incentives for children of Indian Seafarers	₹ 25,000 (w.e.f. 01.01.2026)	Warlike/ High Risk Area Scheme: Financial Assistance for death or permanent disability	₹ 10,00,000

DG Shipping has taken multiple steps for the welfare of seafarers, including provisioning of welfare schemes, development of seafarers welfare infrastructure, and other welfare initiatives.

Seafarer Welfare Schemes: Reach, Impact, and Disbursement Overview

Welfare Schemes are Effective When We Engage

No.	Welfare Schemes	No. of Benef.	Amt. (01.04.2025 - 19.06.2026)
1	Survivor's Benefit Scheme (SBS)	34	₹ 1,14,10,000
2	Invalidity Benefit Scheme (IBS)	1	₹ 6,00,000
3	Maternity Benefit Scheme (MBS)	1	₹ 25,000
4	Family Benefit Scheme (FBS)	44	₹ 23,00,000
5	Old Age Benefit Scheme 65 yrs (OABS)	42	₹ 21,00,000
6	Old Age Benefit Scheme 75 yrs (OABS)	39	₹ 39,00,000
7	Death/ Missing on Board Benefit Scheme	6	₹ 24,00,000
8	Azadi ka Amrut Kal Scheme	-	-
9	MEMA One time Lumpsum Closure Assistance	3	₹ 37,500
10	War Risk Death and Disability Scheme	11	₹ 1,10,00,000
11	Indian Certificate of Competency (CoC)	17	₹ 34,00,000
12	Ex-Gratia Support Benefit Scheme (EABS)	-	-
13	Medical & Term Insurance Premium Assistance	-	-
14	Medical Support (Critical/ Terminal Illness)	-	-
15	Award to Meritorious Child of Seafarers (AMCS)	-	-
	Total	198	₹ 3,71,72,500



Be Informed. Be Empowered.

- Seafarers are encouraged to actively explore the welfare schemes available to them through Seafarers Welfare Fund Society (SWFS).
- Greater awareness and participation will ensure that more eligible beneficiaries avail the support they deserve.

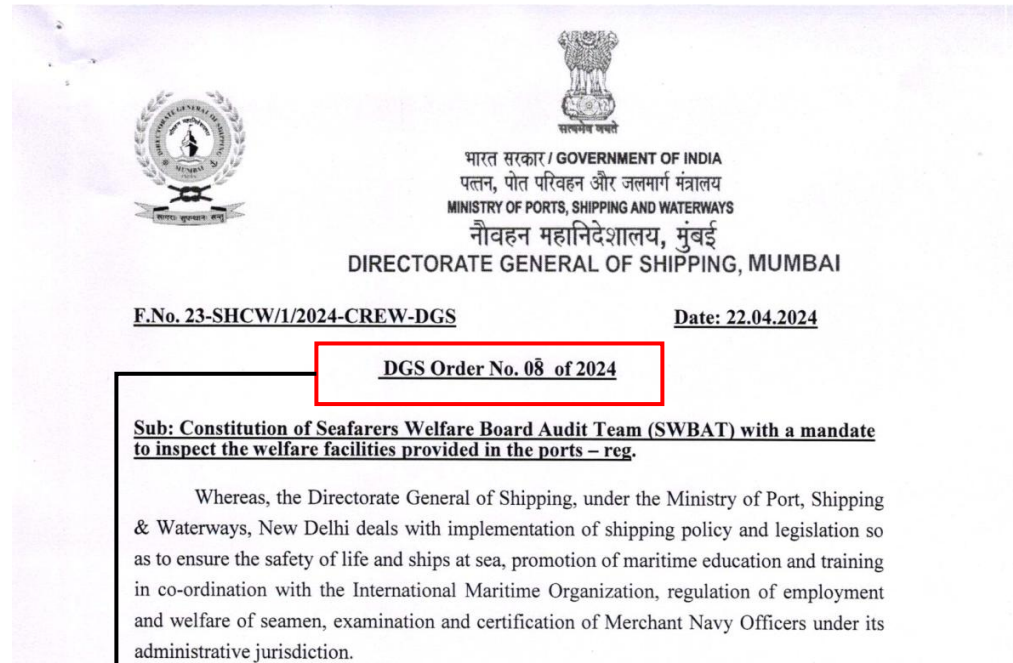


Seafarer Welfare Infrastructure – SWBAT (1/2)



To ensure that seafarers calling at Indian ports have access to adequate and easily accessible welfare facilities, the Seafarers Welfare Board Audit Team (SWBAT) is constituted under the Directorate General of Shipping in accordance with the provisions of the Merchant Shipping Act, 1958 (as amended). SWBAT functions as a structured inspection and evaluation mechanism to monitor, assess, and enhance welfare facilities across all ports in the country.

Ports shall be required to create, maintain, and continuously improve the necessary infrastructure to provide comprehensive welfare support for seafarers



Formation of Seafarers Welfare Board Audit Team



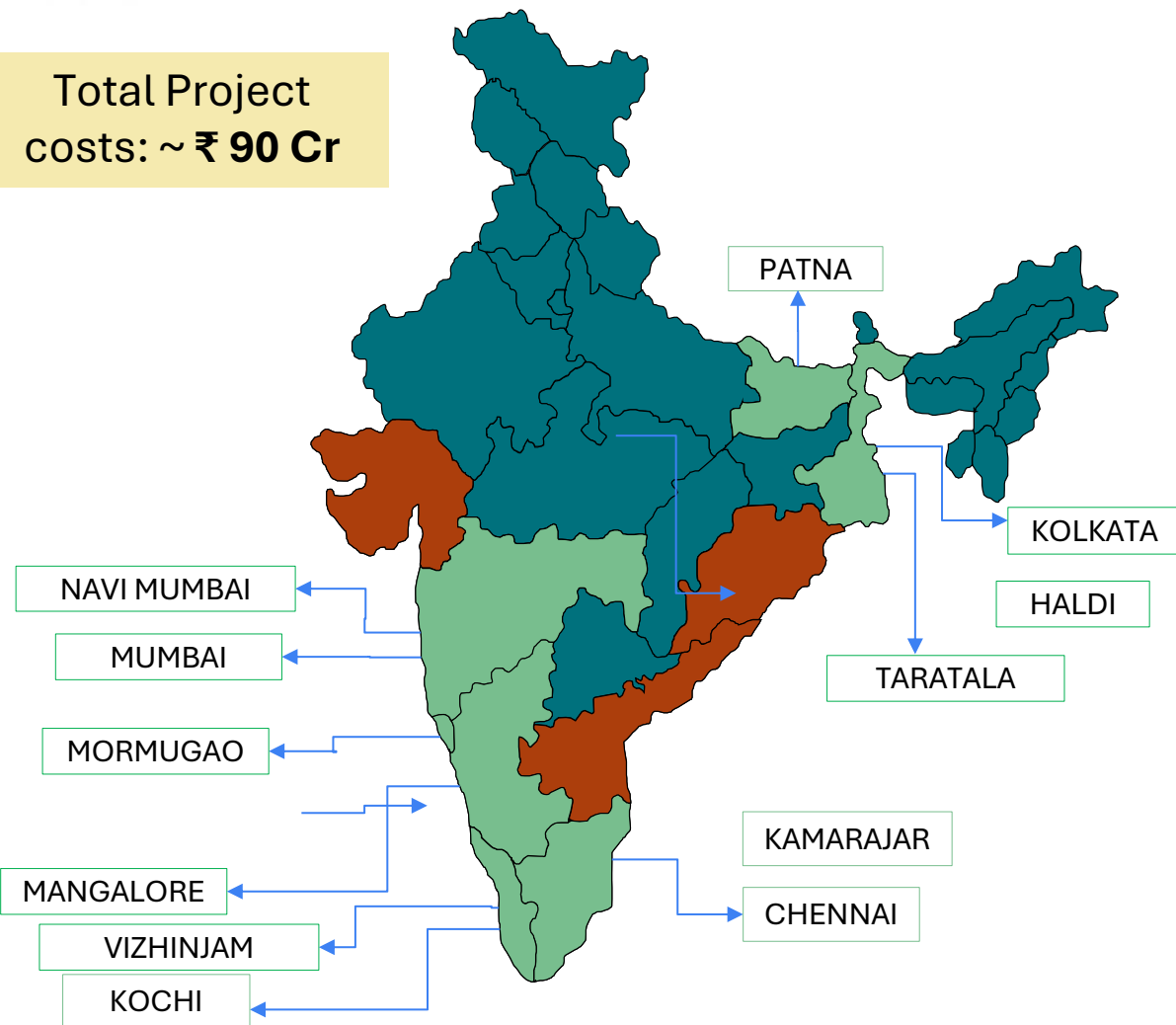
Guidelines for port welfare facilities



Seafarer Welfare Infrastructure – SWBAT (2/2)



Total Project
costs: ~ ₹ 90 Cr



SN	State	Name of Facility	Grant (₹)	Description
1	Maharashtra	Seafarers Club (Inside Port), JNPA Mumbai	2.66 Cr	Renovation / new construction
2	Maharashtra	Seafarers Club (Outside Port), JNPA Mumbai	TBD	New Seafarers Club
3	Maharashtra	Royal Seamen's Club, Mumbai	7.5 Cr	Historic facility renovation
4	Goa	Seafarers Club, Marmugao	13 Cr	Renovation + upgrade
5	Kerala	STP Plant, Kochi	50 L	Environmental infrastructure
6	Kerala	Seafarers Club, Vizhinjam	3.05 Cr	New welfare facility
7	Kerala	Welfare Caravan	1.00 Cr	Mobile Seafarers Welfare Center
8	Tamil Nadu	Seafarers Club (Outside Port), Chennai	8.85 Cr	Renovation + upgrade
9	Tamil Nadu	Seafarers Club (Inside Port), Chennai	14.62 Cr	Full facility renovation
10	Tamil Nadu	Seafarers Club (Kamarajar Port)	13 Cr	New Welfare Facility
11	West Bengal	Marine Club, Kolkata	7.75 Cr	Heritage building renovation
12	West Bengal	MAI & Nabik Griha, Taratala	13.76 Cr	Repair, Renovation & New construction
13	West Bengal	Haldia	1 Cr	New Welfare Facility
14	Bihar	Outreach Center, Patna	36 L	Civil works + administrative facility

● Coastal states with Projects ● Coastal states with no Projects ● Non Coastal States



Unified Online Booking System (U-OBS) for all Seafarers' Club

A centralized digital platform enabling users to search, view, and book services or rooms across multiple locations. Provides a single unified interface for discovery, availability check, and booking confirmation. Includes user authentication (OTP-based) for secure and verified booking transactions. Generates a unique booking reference and notification (SMS/Email) for every successful booking.

U-OBS Benefits for Seafarers



Convenient: Book anytime, anywhere



Fast & Easy: Few steps to complete a booking



Transparent: Real-time availability and clear confirmation



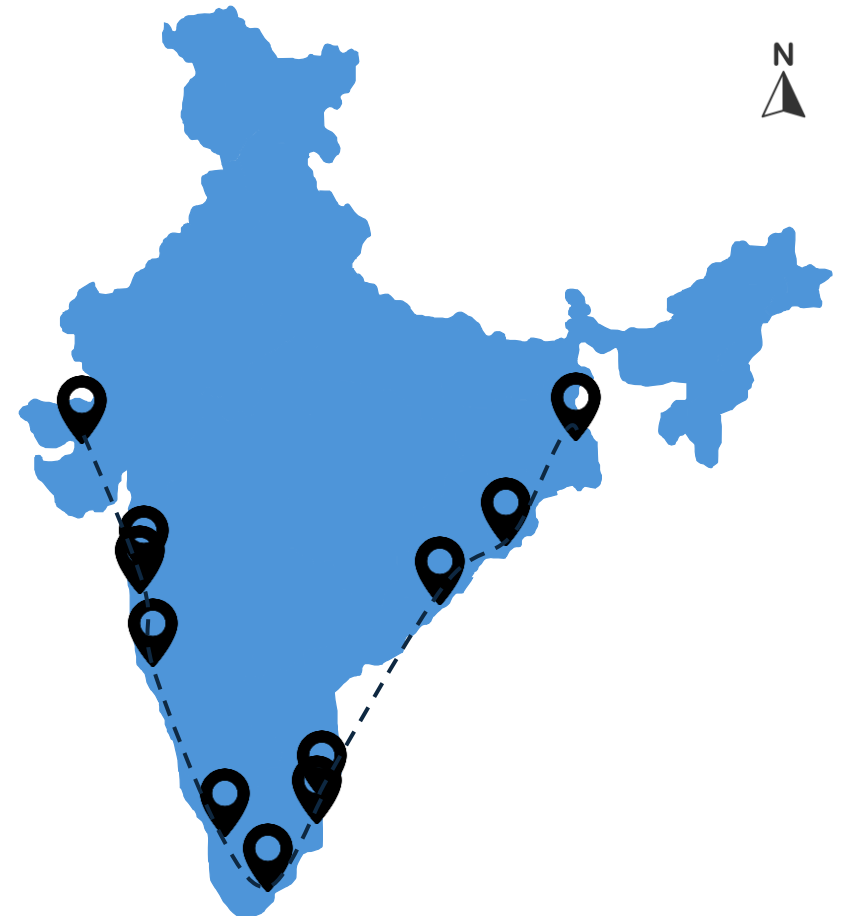
Secure: Verified booking with OTP



Trackable: View current and past bookings anytime



Single unified system for access to all
Seafarer Clubs





Pranaam – Seafarers Assistance & Facilitation Counter



Aim: On-ground assistance at the Pranaam helpdesk to support seafarers with documentation and immigration, reducing fraud, legal issues, and emergency cases while ensuring smooth airport entry.

Problem Statement

- UK visa-free entry for Indian seafarers is reportedly being misused by asylum seekers posing as crew.

Potential Solution

- It was agreed that DGMA-trained teams at Pranaam helpdesk would vet seafarers and alert airlines to prevent misuse.

Other Benefits

- The process prevents undocumented seafarers from UK entry, avoiding arrests and distress to families.

The inauguration of the PRANAAM Seafarers Assistance Counter successfully conducted on 21st January 2026 at Chhatrapati Shivaji Maharaj International Airport, Terminal 2, Mumbai.

PRANAAM Seafarers Assistance Counter at Mumbai Airport to Strengthen Welfare and Facilitation Support





Sagar Milap 2026



Sagar Milap 2026 is a national-scale engagement platform bringing seafarers and maritime stakeholders together to promote welfare, rights, safety, training, and digital reforms. The 3-day **conference** and **exhibition** aim to empower seafarers through direct interaction, knowledge-sharing, and exposure to initiatives shaping the future of India's maritime workforce.

Objectives of Sagar Milap 2026



During this event, DG Shipping shall focus on promoting awareness by sharing information on key seafarer initiatives, including the Seafarers' rights, welfare, safety & grievance redressal, Maritime Labour Convention & MS Act 2025, Welfare infrastructure & SWBAT projects, Seafarers' Welfare Fund Society (SWFS) welfare schemes, Seamen's Provident Fund Organisation (SPFO), *Sagar Mein Yog (SMY)* LMS and Wellness Modules, *Sagar Mein Samman (SMS)* Digital reforms: RPSL module, grievance portal, ERP rollout, to familiarise seafarers with recent initiatives and actions undertaken for their welfare.



Ensuring Zero Tolerance against fraud / corruption In Crewing

- DG Shipping follows a Zero Tolerance policy against fraud, cheating, and illegal recruitment of seafarers.
- A nationwide digital awareness campaign was launched through DG Shipping's social media platforms, publishing multiple videos on:
 - Fraudulent agents and fake job offers
 - Illegal payments to RPSL companies
 - Seafarers' rights
 - 24x7 Grievance redressal
- To strengthen outreach, DG Shipping conducted symposiums on seafarer recruitment and welfare.
 - Successfully held: Mumbai, Delhi, Kolkata
 - Upcoming: Chennai, Kandla, Goa, Kochi, Kanpur
- The campaign combines digital engagement and on-ground awareness to protect seafarers and prevent exploitation.



DG Shipping Reaffirms Zero Tolerance Towards Fraud and...



Empowering Seafarers: Inside DG Shipping's Crew Branch & Its Vital...



Seafarers' Rights—Know and Protect Yourself | Capt. Nitin...



झूटी भारतीय समुद्रकर्म नौकरियों से सावधान रहें। नौवहन महानिदेशालय...



Ensuring Zero Tolerance against fraud / corruption in Training

Raising issue over the
Call/SMS/WhatsApp

Helpline 24x7

Escalation mechanism
for resolving query

Follow-up
Support and right
guidance

Analysis
& Correction
and recurrence

Efforts to provide awareness through Social Media



“सागरः सुप्रशासनः सन्तु”

*“Promoting safe,
orderly, and
well-governed
maritime systems.”*